(d) Amongst the steps being taken by the Government to minimise imports of petroleum products are:

(i) Intensification of activities relating to exploration and production of crude oil and natural gas;

(ii) Setting up of grass root refineries and expansion of existing refineries; and

(iii) Attaching high priority to energy conservation measures in all sectors of the economy.

Re-induction of A-320 aircraft by Indian Airlines

63. SHRI S. K. T. RAMACHANDRAN:
SHRI P. UPENDRA:
SHRI ARANGIL SREEDHARAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of airbus A-320 aircraft in the fleet of Indian Airlines at present;

(b) what is the number out of these which have been re-inducted for operation upto June 1991 since these were de-inducted last year;

(c) what are the reasons for delay in re-inducting the remaining aircraft;

(d) what is the total loss being incurred by Government in withholding these airbuses from operation; and

(e) what are the findings of Ramdas Commission in regard to the snags in these airbuses and also the causes for their frequent accidents?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) There are 18 Airbus A-320 aircraft in the fleet of Indian Airlines.

(b) to (d) At present, except for the two A-320 aircraft which are undergoing 'C' checks, all the other 16 aircraft in the fleet of Indian Airlines are available for operations. These aircraft are being rotated and because of shortage of pilots, any 12 of them are flying on scheduled services every day.

(e) The Ramdas Committee noted that Indian Airlines was experiencing certain repetitive snags in the operation of the A-320 aircraft, such as:—

(a) Smoke in Cabin

(b) Pressurisation failure

(c) Hydraulic failures

(d) APU failures

(e) Nose Stee ring failures

(f) Radome failures

As some of these snags were also being experienced by other Airlines operating the A-320 aircraft, the Committee recommended that they should be taken up with the Airbus Industries. The Committee also has recommended certain steps for analysis of the snags and their rectification. The Indian Airlines has taken adequate steps to implement the recommendations of the Committee.

Development of Tourist Centres in Tamil Nadu

64. SHRI S. K. T. RAMACHANDRAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) which are the tourist centres amongst Mahabalipuram, Uthagamandalam, Kodai Kanal, Countallam, Kaniya Kumari, Madurai and Yercaud in Tamil Nadu have been taken up for development by the Central Government; and

(b) whether Government have any proposal to bring the remaining tourist centres also within the fold of development?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) and (b) Development of tourist centres is primarily the responsibility of the State Governments. However, the Central Government extends financial assistance to State Governments for development of tourist centres on the basis of specific proposals received from them, availability of funds and *inter-se* priorities.

The Central Government have extended financial assistance for tourism projects in Mahabalipuram, Uthagamandalam, Courtallam, Kaniya Kumari, Madurai and Yercaud. The scheme for tourist cottages and cafeteria at Kodai Kanal has been prioritised for Central financial assistance during 1991-92.

Hike in Coal Prices

65. SHRI SATYA PRAKASH MALAVIYA: Will the Minister of COAL be pleased to state:

(a) whether there is any proposal to raise the prices of coal and if so, what are the reasons therefor; and

(b) what is the total accumulated deficit at present of the Coal India Limited and what steps are being taken by Government to overcome it?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDAR): (a) The last revision of price of coal produced by Coal India Limited (CIL) and Singareni Collieries Company Limited (SCCL) based on the indices of June, 1988 and January, 1989 were made effective from 1-1-1989 and 24-1-1989 respectively.

Since then there has been substantial increase in the cost of production due to increase in the cost of inputs like wages on account of NCWA-IV, VDA, explosive, POL and rate of interest etc. Therefore, CIL and SCCL have submitted proposals to increase the price of coal produced by them. No decision has been taken by the Government so far.

(b) Accumulated losses suffered by Coal India Limited as on 31-3-1990 were of the order of Rs. 2245 crores.

Steps taken by the Government to reduce the losses include:

(a) Coal price updation w.e.f. 1-1-1989 in level with the cost of inputs;

(b) Setting target and assisting CIL to implement plans for opening new mines, upgrading technology and improving efficiency;

(c) Helping CIL to overcome constraints in availability of equipments and essential inputs to achieve better production;

(d) Delegation of powers to CIL through the instrument of Memorandum of Understanding.

(e) Assisting CIL in better sales realisation and recovery of outstanding dues.

Restoration of air service between New Delhi and Allahabad

66. SHRI SATYA PRAKASH MALAVIYA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any air link for passengers between New Delhi—Allahabad—New Delhi;

(b) whether any such air link existed earlier; and

(c) if so, by when it is likely to be restored and; if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) No, Sir.